

10th February 2026

Licensing manager NFDC Taxi Licensing department

We write in relation to the proposed taxi fee increase which has been put out for consultation.

This letter serves as our objection to further fee increases in 2026 after the increase in 2017 and 2024, to have another increase in fees in 2026 when the trade has received no increase in potential revenue through a revised tariff structure shows total disregard for Drivers and operators.

As you know the last tariff increase for the trade was in 2022 and previous to that in 2013 (9 years) with nothing and only after a great deal of pressure being put on licensing and we are now 4 years further forward with no further increase to our tariffs and as far as we know nothing in the pipe line yet with the proposed fee increases two rises in our fees since 2017 and the new proposed fee increase making 3 in 9 years against our increases as a trade over 13 years we feel is very bad taste and shows a complete lack of consideration for operators and drivers.

We all understand prices must increase but it needs to be fair and equal for all involved you cannot keep taking without giving back. Drivers and operators cannot be seen as an easy cash cow; there are not bottomless pits of money available to draw from.

If you look at table 1 it highlights the fee increase in 2024 and the proposed increase in 2026 The previous increase in 2017 figures are not shown but should be considered showing all increases to NFDC fees over 9 years the percentage increases are far too high between 2024 and proposed in 2026 and not justifiable compared to our percentage increase over 13 years detailed in table 2.

The trade and public need to be shown justification of the cost of delivery as stated by NFDC, this was questioned at the last consultation in 2024 by a local councilor but quickly dismissed by the chair of the meeting that is not good enough and should be provided before any further increases to fees are considered to just state it costs more does not cut the mustard.

The trade is already squeezed both operators with government costs for employees, energy costs, rising NLW and fuel costs to name a few and drivers with cost of living, Insurance and fuel costs rising out of control these are already being swallowed up and beating down already small profits without additional licensing costs on top.

We completely disagree with there being any further increase in fees before a tariff increase is implemented for drivers and operators.

We hope our concerns are considered and a fair fare increase for the trade implemented pre any fee increases for NFDC which we feel would be an acceptable route forward for everyone.

There were Increase in fees in 2017 and 2024 and proposed Increase for 2026 (9years)

Table 1 licensing fee increases between 2024 increase- and proposed 2026 increase.

Item	2024 Inc %	2026 inc %	Total inc over 3 years %
Vehicle Licence	14.08	5.9	19.98
Vehicle Insp Fee	9.09	5	14.09
Knowledge Test Fee	35.1	20	55.1
Drivers Licence	17.61	6.2	23.81

Table 2 Tariff / trade increase (in the last 13 years).

	£	£	%
flag	2.3	2.6	13%
143 yards	0.2	0.25	25%
1 mile £	3.87	4.19	8.20%

We would also ask that consideration be given to the fact that the current NFDC vehicle test fee of £60 is already higher than the department of transport vehicle test (MOT) £54.85, with the proposal to increase the NFDC vehicle test fee to £63.00.(Most operators pay in the region of £40-£45 for a trade MOT test currently).

What justification is there for increasing this fee further? It cannot cost the council more than a garage to carry out an hourly test. The retest fee should in our opinion also be waived in line with most MOT garages offering free retests.

Kind Regards.

New Forest Taxi association.

Paul – Marchwood Motorways Taxis ltd

Rob – Lymington Taxis

Paul & Elaine – Network cars

Alan – Hinton cars

Paul & Harry TCC cars

